

POMRIL
PURE NON-ALCOHOLIC
APPLE JUICE
Invaluable for Stoutness and
Diabetes.
Per doz. quarts..... 97.25
Per doz. pints..... 4.65
H. PRICE & CO.,
12, Queen's Road Central.

Hongkong Daily Press.

ESTABLISHED 1857.

ITALIAN VERMOUTH
The only Reliable Brand is
MARTINI ROSSI
SUCCESSOR
MARTINI SOLA & CO.
AGENTS—
H. PRICE & CO.,
12, Queen's Road Central.

No. 14,385 號伍拾捌百叁千肆萬壹第 日伍十式月叁年十叁緒光 HONGKONG, TUESDAY, MAY 10TH, 1904. 式拜禮 號十月五年肆零自九仟壹英港香

PRICE, \$3 PER MONTH.

WATSON'S HOUSEHOLD AMMONIA

IS A DELIGHTFUL ADJUNCT TO
THE TOILET, AND ALSO SERVES A
VARIETY OF USEFUL PURPOSES IN
THE HOUSE.

A. S. WATSON & CO.
LIMITED,
MANUFACTURING CHEMISTS.
ESTABLISHED A.D. 1841. [a1545]

CUTLER, PALMER
& CO.'S
PRIOR \$11.00 PER DOZEN
NET

"SPECIAL BLEND" WHISKY
Blend
Selected
Distillations of the
Finest Scotch Whiskies
Apply to
SIEMSSSEN & CO., Hongkong. [a48]

GREEN ISLAND CEMENT COMPANY.

PORTLAND CEMENT.
Casks of 375 lbs. net \$4.75 per Cask ex Factory.
Bags of 250 lbs. net \$2.85 per bag ex Factory.
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 14th August, 1903. [a339]

VICTORIA CYCLE EMPORIUM
We are Sole Agents for the following:-
MONOPOLE, FUTURE, CENTAUR, and
NEW PREMIER CYCLES. Best American
Machines in the Market, always on View
and for Sale. Also a Large Assortment of SECOND-
HAND MACHINES of various makes,
nearly as good as new, at greatly reduced prices.
MOTOR CYCLES, MAIL CARTS,
RICKSHAS FITTED WITH PNEUMATIC
TIRES AND BALL BEARINGS THROUGHOUT.
Everything in the trade always kept in
Stock. First-class workmanship guaranteed in
all branches of the business. Re-enamelling a
specialty. MCKIRDY & CO.,
43 & 34a, Queen's Road East. [a6a]

THE HENRY
DALLAS
MUSICAL DRAMATIC CO.

RETURN SEASON

TWO WEEKS ONLY
GRAND OPENING NIGHT

MONDAY, 16TH MAY
"KITTY GRAY"

TUESDAY, 17TH MAY
"KITTY GRAY"

PLAN AT THE
ROBINSON PIANO CO., LTD.
Hongkong, 3rd May, 1904. [a107]

PURE FRESH WATER.

THE HONGKONG STEAM WATER
BOAT CO. LTD., is prepared to supply
ANY QUANTITY of PURE FRESH
WATER to the Shipping, both for Deck and
Boilers.
Call Flag W.

J. W. KEW,
Manager,
1st Floor, 37, Connaught Road
Hongkong, 13th June, 1903. [a394]

CARTRIDGES.

IMPORTED EVERY MONTH, THERE
FORE ALWAYS FRESH
FLEYE'S, SCHULZETZ'S, AMBERITE
& KYNOCK'S SPORTING
CARTRIDGES 8, 10, 12, 16, 20 BORE,
and NEWCASTLE CHILLED SHOT in
all Sizes, Nos. 10 to SSSG. AIR GUNS and
AMMUNITION in Variety.

WM. SCHMIDT & CO.
Hongkong 28th November, 1902. [a103]

CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.

SHIPERS TO CHINA FOR 75 YEARS.

Their Brands are favourably known all over the World.

The following are some of their Stocks with the undersigned:-

SUPERB OLD COGNAC, C.P. & Co.'s INVALIDS' PORT
\$23.50 PER DOZ. \$21 PER DOZ.

Distinguished by Four Stars on the label.

ANOTHER FINE COGNAC, \$18.50 per doz.

Less old than the above.

IMPERIAL BRANDY
\$12.00 PER CASE.

THE ELITE OF WHISKY—
THE "PALL MAIL,"

\$21 PER DOZ.

11 Years old: the finest quality shipped.
Each bottle bears an Analyst's certificate.

E.C. WILKS & CO.

C. P. & Co.'s OWN SPECIAL
BLEND WHISKY,

\$11.00 PER DOZ.

EVERYBODY SHOULD TRY THESE ITEMS

AGENTS—SIEMSSSEN & CO., HONGKONG. [a45]

AWAY IN THE LEAD AND STILL GAINING.

BORATED LAVENDER
BATH AMMONIA
EXPRESSLY PREPARED
FOR TOILET USE.

ANTISEPTIC
This new preparation will be found to combine the aromatic properties of the French Toilet Water with the cleansing power of Ammonia.
DELICATELY PERFUMED with the sweet odour of MITCHAM LAVENDER. The bath has a new charm.

The addition of antiseptics REMOVES SKIN IMPURITIES, it is a Specific against PRICKLY HEAT and MOSQUITO-BITES.

MADE SPECIALLY FOR THE EAST BY

WATKINS LIMITED,
APOTHECARIES' HALL, HONGKONG.

TRY IT IN YOUR BATH. [a37]

CONFECTIIONERY!!!

THE CHOICEST AND LARGEST VARIETY, FROM PARIS AND LONDON.

MARCONI GLACES, CRYSTALLISED FRUITS.

TOM SMITH'S CRACKERS.

XMAS PLUM PUDDINGS.

DATES, FIGS, RAISINS, ALMONDS and NUTS.

CHEESE { STILTON, CHEDDAR, GORGONZOLA, ROQUEFORT, CAMENBERT,

YORK HAM and BEST ENGLISH BACON. TOYS. TOYS.

G. GIRAUT. [a40]

KODAKS,

FILMS,

AND ACCESSORIES.

DEVELOPING AND PRINTING UNDERTAKEN.

GOOD WORK, PROMPT RETURN.

LONG, HING & CO.,

PHOTO GOODS STORE,

17A, QUEEN'S ROAD CENTRAL. [a38]

Hongkong, 21st December, 1903.

VERMOUTHS

FRENCH NOILLY, PRAT & CIE.

TAILLAN'S CRISTAL (VERY DRY).

ITALIAN BALDI (DRY).

MARTINI SOLA (SWEET).

CALDBECK, MACGREGOR & CO.

WINE AND SPIRIT MERCHANTS.

15, Queen's Road, Hongkong, 16th April, 1904.

E. C. WILKS & CO.

MARINE SURVEYORS.

CONSULTING ENGINEERS AND NAVAL ARCHITECTS.

COLLISIONS AND DAMAGES SURVEYED.

SALVAGE WORK UNDERTAKEN.

SHIP DESIGNS AND SPECIFICATIONS PREPARED.

Agents for the CONSTRUCTION and SALE of STEAM and MOTOR-LAUNCHES.

CONTRACTS for NEW TONNAGE on reasonable terms with first-class builders.

A large stock of CANADIAN ASBESTOS and ASBESTOCEL Goods Kept.

Agents for Messrs. ALLEN & SONS ELECTRICAL PLANT and CENTRIFUGAL PUMPS.

Telegram Address: "MARINWORK," Telephone No. 358. [a1153]

Hongkong, 1st May, 1904.

THE LAHMEYER ELECTRICAL CO. LTD.

LONDON, AND ELECTRIZITAETS ACTIEN GESELLSCHAFT VORM.

W. LAHMEYER & CO., FRANKFURT A/M.

FOR ESTIMATES OF ELECTRICAL INSTALLATIONS OF ANY DESCRIPTION

Apply to SIEMSSSEN & CO., SOLE AGENTS FOR CHINA. [a56]

W. BREWER & CO.

23 and 25, QUEEN'S ROAD.

Wide World Magazine: Volume 12	\$4.00
A. B. C. Code; 5th Edition	19.50
The Handy Royal Atlas	18.50
Through the Highlands of Siberia, 2 Vols.	13.00
Stanley Gibbons' Stamp Catalogue	3.50
Pearls' Cyclopaedia	0.90
Russo-Japanese War Diary Published by the "Kobe Chronicle" Part 1 ready	0.60
Orders Received for the Series.	
Strong Man, by Crockett	1.75
Keith Johnston's War Map	0.80
The Revellers, by Louis Tracy	1.75
The Leopard's Spots, by T. Dixon	1.75
The Japs at Home, by Sladen	0.45
The Cardinal's Snuff Box, by Harland	0.45
Pearson's Dream Book	0.90
The Deliverance, by Ellen Glasgow	1.75
Room Five, by Drummond	1.75
The American Prisoner, by Philpotts	1.75
Countess Ida, by Wishaw	1.75

[a33]

NEW STOCK

PLAYING CARDS.

GENTLEMEN'S BOOTS AND SHOES,

BLACK AND BROWN.

THE FAY SHOES TYPE-WRITER.

NERNST

NE RNST ELECTRIC LIGHT.

BEAUTY OF ILLUMINATION COMBINED WITH GREAT ECONOMY

AS CHEAP AS GAS!

FO PARTICULARS APPLY TO EDM. JOHANNSEN or SIEMSSSEN & CO. [a55]

NEW STOCK

SUMMER UNDERWEAR.

SHIRTS. COLLARS. TIES.

STRAW HATS. PITH HELMETS.

RAINCOATS AND WATERPROOFS.

LANE, CRAWFORD & CO.

Hongkong, 10th May, 1904.

[a32a]

ARNHOLD. KARBERG & CO.

Hongkong, 10th May, 1904.

LARGE STOCK

OF LIGHT RAILWAY MATERIAL

ENQUIRIES SOLICITED.

Hongkong, 29th April, 1904.

[a333]

NOTICES OF REMOVAL

THE HEAD AGENCY OF THE JAVA-CHINA-JAPAN LINE.

THE OFFICES of the above Steamship Company have This Day been REMOVED to ALEXANDRA BUILDINGS, 3rd FLOOR.

Hongkong, 23rd April, 1904. [a138]

CHANGE OF ADDRESS.

WILKINSON, HEYWOOD & CLARK, LTD. (Proprietors of David Storer & sons), have REMOVED to ALEXANDRA BUILDINGS (3rd FLOOR).

W. D. GRAHAM, Manager. Hongkong, 10th April, 1904. [a157]

NOTICE OF REMOVAL.

D. R. KEW, BROTHERS & CO., have This Day REMOVED their Dental Surgery to ALEXANDRA BUILDINGS, 3rd FLOOR.

Hongkong, 2nd May, 1904. [a158]

ELGIN ROAD, KOWLOON.

35 Bedrooms, excellently furnished.

A. S. WATSON & CO.,
LIMITED

THE LEADING MANUFACTURERS

AERATED
WATERS

IN THE FAR EAST.

AERATED WATERS of our manufacture made under constant European expert supervision are sold throughout the Far East and are invariably preferred on account of their excellence.

THE MACHINERY in use embodies every improvement known up to date.

ABSOLUTE PURITY is guaranteed.
THE BEST MATERIALS only are used.

THE PRICES are only half those charged in England.

WATERS MANUFACTURED BY US are acknowledged by the leading English makers to be equal to those of their own production.

A. S. WATSON & CO.
LIMITED:

THE HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

decrease of tea in the number of ocean-going vessels, a decrease which, Commander MURRAY RUMSAY observed in his report, lost a portion of its significance when one considered the increase of size in the vessels, as evidenced by a rise in tonnage of over 200,000 tons. But in 1903 the British flag fully recovered from any partial decline, there being an increase of 1,347 ships of 1,678,500 tons, of which 427 ships of 762,845 tons were credited to ocean-going vessels. This ocean-going increase, Mr. TAYLOR states, is principally due to the fact of some new lines having been established—the China Commercial Steamship Company, the British India Steamers now visiting the port, the addition of some new steamers to local firms, and lastly to an increase of coal imported from Australia in steamers now to the Port. The river steamer tonnage was increased principally by the addition of the *Kinshau* and *Wing Chai* and by the additional sailings of the Hongkong, Canton & Macao Steamboat Co. The great increase under foreign flags in 1902 was not quite kept up in 1903. In the former year the growth was 1,267 vessels of 1,358,709 tons; last year it was 681 vessels of 1,063,904 tons. The flags gaining in 1903 were those of the United States, of China, of Japan, and of France.

Under the heading of Trade, we observe net increases alike in imports (21,847 tons), exports (24,232 tons), and transit cargo (502,553 tons). The great advances of 1902 in imports (482,476) and exports (126,814 tons) were not kept up, but the transit cargo figures of 1902 (237,812 tons) were enormously improved upon. Of individual imports, coal continued to improve, 14 per cent. being last year's increase. Cotton entirely recovered from its decline in 1902 and increased over 80 per cent. Case petroleum and flour also took upward turns, though not so pronounced. Bulk petroleum continued to decline, and rice, sugar, and timber all fell off after their improvement in 1902. In the total reported import trade of Hongkong, we find that 1,218 less vessels, but of 1,091,807 more tons, brought 470,392 more tons of cargo; of this latter 32,161 less tons were discharged at Hongkong than in 1902. In export trade 1,343 less vessels, but of 1,102,090 more tons, took 111,431 less tons of cargo from Hongkong; but 21,617 more tons of bunker coal were shipped hence.

These figures tend to become tedious, and we shall inflict no more on the reader now. We have perhaps quoted enough to show how firm is the Colony's position in the shipping world in the absence of any rival near by. It is this position which we have now to defend against the possibility of opposition. And herein lies the enormous importance of the railway question to Hongkong. Until we see the Kowloon-Canton Railway built we cannot feel safe.

This month there will be two public holidays following each other, namely Whit Monday and Victoria Day, the 23rd and 24th inst.

The Lawrence-Murray slander case which was down for hearing in the Supreme Court yesterday afternoon was withdrawn at the last moment.

Five more fatal Chinese plague cases were reported in the 48 hours ending at noon yesterday. Two of the bodies were found, one of them floating in the Harbour.

It is stated that the infamous General Gribsky, who ordered the massacre at Blagoveshchensk in 1900, is commanding the garrison artillery at Port Arthur.

An Chun, a Chinaman charged with burglary at the Surrey Quarter Sessions, was found to be insane, and was ordered to be detained during his Majesty's pleasure.

The visitors to the City Hall Library and Museum last week were 210 non-Chinese and 60 Chinese to the former, and 72 non-Chinese and 1,071 Chinese to the latter institution.

If we compare the tables of percentages in Mr. TAYLOR's report and in that of the previous year, we find that British ocean-going tonnage now claims 28.2 of the whole as against 27.94 in 1902, and British river steamer tonnage is now 18.6 per cent. as against 16.52. Foreign ocean-going tonnage has slightly increased, from 30.25 to 30.51 per cent., while foreign river steamer tonnage has more than doubled, being now 1.81 per cent. against the 0.89 per cent. of 1902. The daily average of steamers, sailing vessels, steam launches, and junks in foreign trade entering Hongkong Harbour in 1900 was 68, as against 71.2 in 1902, a fall sufficiently accounted for by the fact that over 2,000 less junks entered in 1903 than in 1902. For European-constructed vessels alone, on the other hand, the daily average was 19.9 in 1903, as against 17.1 in 1902 and 14.8 in 1901. Under the British flag, there was noticeable in 1902 a

In a *Government Gazette Extraordinary* issued last evening it was notified that Mr. W. Cowan, Emigration Agent for the Transvaal Government, is until further notice appointed a Deputy Emigration Officer here. A notification by Mr. Cowan declares the present temporary buildings at Laichikloek to be a depot for the reception of intending emigrants for the Transvaal.

The funeral took place yesterday at Happy Valley of Mr. J. Williamson, chief engineer of the West River s.s. *San-ai*, late second engineer of the H.K.C. & M. Steamboat Co.'s s.s. *Fulham*. A large number of mourners followed the remains to the cemetery. Mr. Williamson was quite a young man, but had been in failing health for some time. The immediate cause of death was phthisis.

NAVAL NOTES.

H.M.S. "ALACRITY." The despatch-boat *Alacrity*, flying the Vice-Admiral's flag, again left port yesterday.

U.S.S. "MONTEREY." The monitor *Monterey* undocked yesterday.

A CHINESE HUSBAND.

Most of the witnesses at the inquest into the death of John Go Hing, a Birkenhead laundryman, held at Liverpool on the 7th ult., were Chinese, but there was one notable exception, says the *Daily Mail*. This was his English wife, a young woman of nineteen years, fresh-complexioned, with dreamy eyes and coils of beautiful flaxen hair. She was dressed in black. Her little two-year-old son was a distinct contrast. He is of true Mongolian type: his eyes are by no means dreamy and his skin is yellow. The evidence showed that Go Hing was shot by Ping Sun during a gambling dispute, and a verdict of wilful murder against Ping Sun was returned.

FIRE ON THE WATER-FRONT.

S13,000 DAMAGE. Fire broke out at No. 36, Connaught Road, a water-front house situated to the west of the Harbour Office, at about 2.50 p.m. yesterday morning. The Brigade, under Mr. E. R. Halifax, Deputy Superintendent of Police, and Mr. H. G. Baker, Chief Inspector of Police, hurried to the scene. The conflagration commenced on the third floor, premises occupied, by the wife, child, and *auant* of a *Wing Lok* Street storekeeper, the husband being absent. Flames rapidly spread to the second floor occupied by the Hongkong and West River Steamboat Co. On this floor there were various cases of rockets, blue-lights, etc., which caused repeated explosions bursting through the floor and roof. The ground floor of 36 (the *Kyong Sang Wo Hong*) contained a quantity of oil, and to guard against this catching fire the Brigade incessantly directed a stream of water there, completely flooding the place. The fire spread to No. 37, a house partially occupied by I Yik Chung, sulphur, saltpetre, and cracker merchant, and partially by the *Kwong Hing Loong Medicine Shop*. By this time the police had two escapes up against the building, two engines pumping water from the harbour, water from the mains, and water from the float worked by Engineer MacDonald. The Brigade had things much their own way in about two hours, but by this time No. 36, excepting the ground floor, had been completely gutted, and the second and third floors of No. 37 were gutted.

The damage in all is estimated at \$13,000, which is covered to the extent of about \$10,000 in various insurances, including the Union, London and Lancashire, Queen's Fire Insurance, the Tung On, and others.

THE ST. CLAIR-CHRISTIE FIGHT AT CANTON.

Owing to the refusal of the Chinese Imperial Customs to allow the s.s. *Charles Hardouin* to run up to Canton on Sunday in connection with the prize-fight that had been arranged to take place that night between Charles St. Clair and Jas. Christie there was a very poor attendance of spectators. For the occasion a matched had been erected at Woungsha. Half-past nine was the time fixed for the combatants to take the ring, but it was nearly two hours later before proceedings commenced. Owing to the small attendance there was some question whether the fight would come off at all as the money supposed to be deposited as a purse was not forthcoming. However, as a result of canvassing the spectators a sum of about \$300 was guaranteed, and it was agreed that the men should fight ten two-minute rounds, the winner to take the purse. Mr. Younger, of the I.M.C., acted as referee. The floor was composed of sand instead of the ordinary wooden planks. All through, the fight was tame. Clinches were frequent and occurred in every round, sometimes more than once. Christie played a waiting game and did little damage to his opponent, who indeed got home some hard swings on the body. In the third round St. Clair's waist-sash became undone and impeded his movements, giving an opportunity to Christie that he in sportsmanlike fashion refused to take. On the whole Christie showed the better condition. In the seventh round St. Clair was decidedly groggy, and he continued to show signs of distress during the three remaining rounds, at the conclusion of which the referee declared the result to be a draw. Christie got the worse punishment but was the fitter man at the end. Each competitor secured about \$300 as his share of the proceeds.

A griffin at Hongkong recently accosted a Chinaman in Des Voeux Road:—"Will you be so kind as to direct me to the China Navigation Company's offices, of which Messrs. Butterfield and Swire are the agents?" The Chinaman, though he reckoned he knew the foreigner's language, could not understand him. He responded:—"No esave! Wha' fo' you no speckle Englis' alle samee me?"

TELEGRAMS.

"DAILY PRESS" SERVICE.
[FROM OUR OWN CORRESPONDENTS.]

THE WAR

PORT ARTHUR STILL OPEN.

LONDON, 9th May, 10.35 a.m. It is officially declared at S. Petersburg that Port Arthur is still open.

RUSSIAN LOAN.

LONDON, 9th May, 10.35 a.m. It is announced at Brussels that a Russian Loan of 45,000,000 francs was signed on Saturday.

THE VLADIVOSTOCK SQUADRON.

LONDON, 9th May, 10.35 a.m. The Vladivostock squadron has returned to port.

RUSSIA AND THE AFGHAN FRONTIER.

WARLIKE DEMONSTRATION.

LONDON, 9th May, 10.35 a.m. Russia is making a warlike demonstration on the Afghan frontier.

THE MARSEILLES STRIKE.

EXTENDED TO HAVRE.

LONDON, 9th May, 10.35 a.m. The Marseilles strike has extended to Havre.

THE TIBET MISSION.

KARO PASS CAPTURED.

LONDON, 9th May, 10.35 a.m. Karo Pass was captured after three hours' fighting. Col. Bethune's loss was three killed and 21 wounded, while the Tibetan loss was 200 killed.

PHILIPPINE TAXATION.

STRONG PROTEST.

MANILA, 9th May, 8.3 p.m. A committee comprised of the Presidents of the five Chambers of Commerce strongly protested against the revenue measure, declaring the rates excessive, and conditions too inquisitorial. The taxes on business, manufactures, and occupations were objected to as prejudicial to local industries. The corporation taxation was emphatically opposed as unjust and discouraging to capital. The memorial suggests a modified bill as possibly acceptable, but in its present form it is impossible for existing conditions. This is the most considerable opposition yet offered.

The measure will be shortly up for passage after three years' consideration. It is intended ultimately to supplant the import revenues.

REUTER'S SERVICE.

THE WAR—PORT ARTHUR SEALED.

LONDON, 7th May. Though not officially admitted, it is believed in S. Petersburg that Port Arthur is isolated and the harbour sealed. Admiral Alexieff and the Grand Duke Boris left hurriedly to avoid being cut off. The smallest possible force has been left at Port Arthur, which is provisioned for one year.

THE TIBET MISSION.

LONDON, 7th May. The *Daily Mail* says that 800 Tibetans attacked the Mission at Gyangze on the 5th instant and were repulsed with great loss. The Mission had two Sepoys wounded.

A PHANTOM SHIP.

MYSTERIOUS EXPERIENCE OF THE "QUONG NAM."

The *Quong Nam*, from Iloilo with a cargo of sugar, has a mysterious tale to tell. The vessel left the Philippine port on the 2nd inst., experiencing very rough weather. On the 6th inst., shortly after midnight, the vessel being in about Lat. 23.30 N., Lon. 115.50 E., the second officer was on watch. He saw a light, the stern light of a steamer, about a mile ahead. A blinding rain squall struck the ship about that time, the wind simply howling through the rigging. The second officer, in spite of his being sheltered from the fury of the elements behind a canvas "dodger," could not see yard ahead. After the squall had passed no steamer was to be seen.

The officer promptly called the captain and chief, engines were slowed down, and the *Quong Nam* was kept circling around till daylight—but nothing further was seen of the ship ahead. One man jokingly asked the second officer what cocktails he had that night, but he is certain he saw a steamer. The only rational explanation, therefore, is that some good ship has gone to the bottom.

WAR NOTES.

JAPANESE OFFICIAL DESPATCH.

The following despatch was kindly sent to us for publication by the Japanese Consul on Sunday night, but unfortunately, by some accident, did not reach us in time to be inserted.

"Tokyo, 8th May.

"General Kuroki reports that our cavalry is dispersing the enemy. Our infantry detachment occupied Fenghwangcheng on the 6th instant. The enemy before evacuating burnt [their] ammunition. The enemy's refugees continue to come out of the adjoining forests and village and surrender. The natives say the Russian wounded were passing Fenghwangcheng on litters on the 2nd instant to the amount of 800; their total casualties probably exceed 3,000. Our army landed at [a point in] Lioutung reports our detachment repulsing a small body of the enemy. On the 6th instant they occupied Pulanian, and destroyed the railway and telegraph. The communication to Port Arthur was cut."

TELEGRAMS TO SHANGHAI.

We take the following from the issue of the *N.C. Daily News*, to hand yesterday:

"Peking, 2nd May.—The Russians are building three pontoons near Hsinminut. They have bought a hundred or more junks at Newchwang, and are using the materials in the construction of a branch railway between Niuchtan and the forts at Yingkou and have compelled the Chinese local officials to repair the main road between Hsinminut and Moukden. The Russian forces on the west bank of the Liao river are increasing day by day."

"Tokyo, 2nd May.—Six Russian posts have been established west of Liao by a Colonel with 1,000 men, the proposed neutrality of the territory west of the Liao being actually broken."

[In this connection we may note that a Hsinminut native despatch states that of late unprecedented numbers of Russian soldiers have again begun to invade Chinese neutral territory west of the Liao river.—ED. D.P.]

"Peking, 2nd May.—The Russians are building new forts in the hills west and north of Dulny city, and have dug mines on both sides of the wharf."

"Tokyo, 2nd May.—It is learnt on good authority that the Japanese passage of the Yalu, the artillery operations, and the occupation of the highlands near Chiliencheng were carried out according to the prearranged scheme of operations. The prompt occupation of Chiliencheng was largely due to the superiority of the Japanese artillery, coupled with the experience gained in the China-Japan War. The Russian guns, like the French, are excellent, but too light. As to the occupation of Chiliencheng, the Imperial Guards, who took the centre, and whose casualties are therefore more numerous, behaved splendidly. The major, who was wounded, heads the whole list of casualties. The taking of the key of the position near Chiliencheng was probably effected through silencing the Russian artillery on the left flank. The subsequent pursuit of the enemy was very hot work.

"It is gathered from different sources that the Yalu operations, extending over about five miles, were effected most satisfactorily and promptly, almost as if they were only manoeuvres, which reflects great credit on the previous reconnaissances. The Russians reopened their resistance at Chiliencheng on the 1st instant, the Japanese victory being made complete by a furious attack on the enemy from three sides in the afternoon. Twenty guns were captured with all their wagons, over twenty officers, including Colonel of Cavalry, and many men. It appears that the Russian artillery fire was effective at 7,500 metres (over 8,000 yards); their bravery may be admitted, but their fire was not very well aimed; on the other hand, the excellence of the Japanese heavy artillery was fully borne out by its effect on the enemy, and the Japanese martial spirit is running higher than ever, as reported by General Kuroki. The naval detachment co-operated with the army from a point four miles lower down the river. This harmonious co-operation greatly expedited the general operations.

"The Russian forces numbered 30,000, with 48 guns, with a front extending four miles. It has transpired that the Russian forces engaged consisted of their picked corps, while the casualties on both sides—700 Japanese and over 900 Russians—imply that it was a very hot engagement.

"The operations beyond the Yalu were continued from dawn to yesterday evening with unrelaxing intensity. The Russians will now be compelled to retire to Fenghwangcheng via the main road along the Yalu."

"Tokyo, 2nd May.—From later advices it is learnt that the soldiers on board the *Kinsius Maru* burned all documents, removed their uniforms and badges, and after firing volleys, gave three cheers for the Emperor and for Japan. Torpedo-boats escorted the *Kinsius Maru* on her outward voyage, but could not do it on the return voyage owing to the bad weather, and this caused the disaster. The distance between the *Kinsius Maru* when she was stopped and the land was sixteen miles."

RUSSIAN FINANCIAL MEASURES.

The *Official Messenger* (S. Petersburg) last month published a communication with regard to the retrenchments in certain branches of State expenditure which have been decided on consequence of the war. The communication shows that it has been found advisable for the present to devote the free balance in the Imperial Treasury to war purposes without resorting to other means,

PAKHOI.

[FROM OUR OWN CORRESPONDENT.]

Pakhoi, 5th May.

SEQUEL OF THE RECEIVING CASE.
In consequence of the rumours that several officials, including the Prefect and Sub-Prefect of Limchow, had received bribes in order to mitigate the punishment on the charge of receiving stolen goods by Cheong Kwok Fong, the principal of the Kwong Cheong Hing shop of this port, in January last, an enquiry has been instituted in Limchow by the Prefect. Cheong Kwok Fong was summoned to Limchow a fortnight ago and was asked how much money he had spent privately to obtain his release. On being pressed to tell the truth, he declared that he had spent over \$1,000 in presents to various petty officials, and amongst the recipients were the late magistrate of Pakhoi, two officials of the Municipality, and the official in whose custody he was while his case was pending decision. The bribed officials were ordered to refund the amount they had received, and it will be devoted to educational purposes together with the \$2,000 of the original fine. After the enquiry, Cheong Kwok Fong was allowed to return to Pakhoi, but fearing still further trouble, he made hasty departure by a Hongkong steamer, leaving his shop in the hands of his *fokis*.

HEAVY RAIN.

We experienced an unprecedented heavy rain fall on the 28th ultimo. It started shortly before one o'clock in the morning, gradually increasing in strength, and by daylight it poured in torrents, continuing until 9 a.m., when it began to slacken. By this time the streets were almost impassable; the water in some of them was quite two feet deep. Several houses collapsed and have been partly washed away, but no lives were reported to have been lost; large quantities of rice, paddy, and other merchandise in stores were soaked and damaged. The foreign community sustained no other damage beyond having their gardens and compounds flooded for a good part of the day, but the east wall of the Custom House, not being strong enough to resist the great mass of water pouring down from the plain on the upper levels, collapsed shortly after daybreak. This plain itself was temporarily converted into a lake on which a barge could easily float. The rain-gauge at the Custom House, I am informed, registered over nineteen inches at 9 a.m. on the 28th. Considering that the rain began about 1 a.m., the amount of water during the nine hours is marvellously large, even for a tropical country.

A REVENUE CRUISER.

The Customs cruiser *Kaiyan*, Commander C. J. Williams, arrived here on the 2nd instant on a cruising visit.

A MACAO LOTTERY TICKET.

A crowd of jovial, weather-beaten tars, mostly married men who had deserted the quietude of long sea voyages so as to see more of their homes, skippers and mates of Hongkong-Canton River steamers, were sitting around the fireless stove of the s.s. *H*—, enjoying a quiet smoke and chat, and, by the way, drinking the Captain's whisky. Many and curious had been the various yarns spun, only one old "sea dog," a man who bore the reputation of having smuggled arms to the Moros in days gone by, remaining silent.

"Come on, Jock," said one of the company, "it's your turn now!"

"Well!" replied the other, refilling his pipe, "when I was Mate of the C—, some two years ago, we arrived at Canton one morning, when a Chino asked the skipper to buy a ticket in the Macao lottery; the last one he had left. The 'old man' knocked the ticket out of the Johnnay's hand, the wind carried it far astern, and it was borne away by the freshet. The Chinaman made a bit of a hullabaloo, of course, but we shoved him down the gangway with little ceremony, and nobody thought anything more about it. After tiffin I strolled off to clear the ensign and, as I leaned over the after-rail, dash my eyes if I didn't see that darned ticket floating up river with the incoming tide. I jumped into the 'twen decks in less time than it takes to relate and tried to fish it up with a boat-hook, but as I could not reach it had to set off in a sampan. The Chinaman say, you probably have heard, that when one man saves another from drowning the rescued man belongs to life to his benefactor. Well! seeing that I was in China, and having been taught when I was a youngster that when one is in Canton he must do as Canton does, I reasoned that that ticket belonged to me, and I put it away in my dicky box."

It is to be noticed that no British railway schemes in China are talked about. This is a we should expect.

THE ANTARCTIC EXPEDITION.

The Antarctic exploring expedition which sailed from New Zealand in December, 1901, under Commander R. F. Scott, R.N., returned to Lyttelton in March with the two relief ships which sailed from Tasmania in 1903.

It was in January 1902 that the *Discovery*, under Captain Scott, R.N., pierced the icepack on its voyage furthest south. Lieutenant Armitage, R.N.R., formerly of the Jackson-Harmsworth expedition, was second in command. After visiting Cape Adare and other points on Victoria Land, the vessel sailed eastwards along the ice cliffs of the great ice barrier of Ross for over 400 miles, or 150 miles beyond the furthest point previously reached by explorers. Then its journey was blocked and the winter was passed at the foot of Mount Erebus and Mount Terror. The lowest temperature experienced was 62deg. F. below zero.

At the coming of spring sledge parties were organised, and much useful and daring work was accomplished. Once Captain Scott and some companions beat all records by reaching the latitude of 82deg. 17 min. S. Their journey took ninety-three days and they travelled nearly 1,000 miles, suffering great hardships.

The *Discovery* was left imprisoned in the ice south-west of Erebus and Terror, and the *Morning* was sent out to her relief. The latter found Captain Scott's ship icebound, and was unable to approach within ten miles, so that all stores had to be carried over the ice. The *Morning* then returned, but the summer failed to release the *Discovery*, and it became necessary to despatch further relief. The *Terra Nova*, a fine old whaler, was consequently fitted out to go to the assistance of the ship that had sailed furthest south.

RAILWAYS IN CHINA.

The Shanghai native papers are busying themselves with the subject of various railway projects in China. According to the *Shawnpao* an American merchant has applied from the Waiwupu for permission to build the Taiyuan Hankow railway with a capital of Tls. 40,000,000 which have already been subscribed, definite arrangements having been made with the Governor of Shensi as regards the railway. This railway, as proposed, will run from Taiyuan-fu, Shensi, passing Shensi, through Tang Kwan, and on to Hankow. The *Waiwupu* have not yet given any reply.

The *Universal Gazette* learns that the original scheme of the Belgian railroad merchants was to construct a line of railway from Shanghai to Canton where it would join the Canton-Hankow Railway, but in time their engineers found that Fohien and Chekiang, through which the proposed line had to pass, were so mountainous that extraordinary labour and capital would be required to carry out their scheme. Therefore they finally gave the idea up and turned their attention to the northern section of the Canton-Hankow Railway, but as the right to construct this section had been acquired by others, the Belgians had likewise to give up the idea. [This we believe to be quite incorrect.—Ed. D.P.] They then at last hit upon the scheme of the Shanghai-Hunan Railway which was to come into contact with the Canton-Hankow Railway in Hunan Province. They proposed to build this line from Shanghai to Hangchow and then by way of Changshau of Chuchow to Yushan, Kiangsi, then by way of Nanchang, the provincial city of Kiangsi, to Changsha, Hunan; consequently the line will pass through the four provinces of Kiangsu, Chekiang, Kiangsi and Hunan, where it would cut through the branch line of the Canton-Hankow Railway. The Belgians proposed further to compete for the privilege of constructing this branch line so as to share its profits with the Americans. Now this whole scheme was taken up by the Belgians before the Boxer disturbance, but it was not till last winter that it assumed any definite shape. At that time, a Hunan, a Fohkien, and two Chekiang merchants, with some Belgian merchants in Shanghai, got hold of this idea, and it was proposed that the Belgians were to go to Peking and ask the representative of a certain Power (the Belgian Minister?) to obtain on their behalf this concession from the Chinese Government, while the Chinese originators were to proceed to Peking to work the scheme to a success through influential officials. They praised the Empress-Dowager through a certain Imperial clausman that the Belgians proposed to prospect for a capital of Tls. 3,000,000 to build this line, and the latter would present out of this Tls. 1,000,000 to her as a royalty, as soon as she had given consent, the amount to be immediately deposited with the Russo-Chinese Bank at Peking. It was understood that the originators would get Tls 300,000 as their reward for carrying out the scheme to a success and the four Chinese originators would also get appointed to lucrative and influential posts on the railway when it has been completed during construction. The whole scheme has been carried out most secretly, but it is said that its success is now assured. After a decree sanctioning the right to the Belgians has been promulgated they will immediately proceed to Belgium to prospect for capital. If the Chinese wanted a certain number of shares, they could purchase them in advance now and the share could be retained for them, but not otherwise.

It is to be noticed that no British railway schemes in China are talked about. This is a we should expect.

POLICE COURT.

Monday, 9th May.

BEFORE MR. H. H. J. GOMPERTZ
(ACTING POLICE MAGISTRATE).

ON BOARD THE STEAMER.

A Chinese lady while on the steamer going to Shokwan had rather an unpleasant experience. Another passenger came and sat alongside the young lady and stole her umbrella.

Fifteen days' hard labour and six hours' stocks.

THEFT.

Mr. Hazelton appeared on behalf of a man charged with stealing a jacket. It appears that defendant took the garment from a partition of a cubicle, inside of which a woman was sleeping. He was sentenced to 15 days' hard labour and six hours' stocks.

NO OFFENCE.

Sergt. Kerr charged three men with carrying bamboo under verandahs, causing obstruction on the footpaths.

The Magistrate said this was no offence under the ordinance.

YOUTHFUL THIEF.

Sanitary Inspector O'Kieffe charged his Chinese boy, 16 years of age, with stealing \$11.70. The young thief bought a watch and chain and had a trip to Shekwan with the spoil, but now has to look at the matter from another point of view.

Twenty-one days, and ten strokes with the birch.

PITCH-AND-TOSS.

For playing pitch-and-toss with some of his friends a Chinaman was fined \$5.

ASSAULT.

Bartholomew, an ex-P.C., was charged with assaulting a ricksha-coolie, a civilian, and a police constable. He was fined \$25 or 42 days.

STEAM COAL FOR THE FAR EAST.

The *British Trade Review* of April 1st says:—The steam coal market, owing to the abnormal demand for the Far East, has been excessively busy, and prices show a steady advance. From returns issued, it seems that during the months of January and February no less than 272,392 tons were shipped to Japan, Singapore, Hongkong, Colombo, and Port Arthur. As compared with the corresponding period of the last year this shows an increase of about 200,000 tons. Since then an additional 100,000 tons have been purchased for Japan alone, fifteen steamers having been fixed within a period of seven days. From seventeen to twenty steamers have been taken up for Hongkong, the rates to which port have advanced from 18s. to 2s. A good deal of this coal, however, does not represent new purchases, but forms part of the contracts made by the British Admiralty in the autumn of last year. Large shipments have also been made within the last few days to Shanghai, Colombo, and other Eastern ports. For very obvious reasons no coals have been purchased for Port Arthur since the end of January, though it is reported that Russian agents have been seeking tonnage for Kiaochau, the German concession in China. A freight as high as 65s. is said to have been offered to any shipper willing to load to this port, but as the charter includes a secret option, which may mean that on the arrival of the vessel at Kiaochau, the captain may be instructed to run the blockade to Port Arthur, up to the time of writing nobody had been found willing to undertake the risk. Still, very pressing inquiries are being made at five or six of the best steam collieries as to the terms upon which they would be prepared to supply 26,000 tons, or an aggregate of 100,000 tons, in May next, for ports in the Yellow Sea. During the month two Japanese steamers have left Cardiff, each with 3,000 tons of best steam coals. Before leaving the port the shippers entered into a bond with the Customs authorities that the coal was intended solely for bunkering the vessels, and so escaped payment of the coal tax. The abnormal demand has sent up prices of best coals from 14s. 6d. to 16s., and in some cases to 16s. 6d. per ton; second-class coals are also selling at 15s. to 15s. 6d.

MR. ALLEYNE IRELAND ON THE MALAY STATES.

BEFORE MR. J. H. KEMP (SECOND POLICE MAGISTRATE).

OUT OF HIS MIND.

Mahomed Ali, a soldier of the 110th Mahratta Light Infantry, was charged with behaving in a disorderly manner. He made a great noise in court, crying out *La laha illatih, Makrom rasulullah*, also calling for his father and mother.

The charge was withdrawn as the man was considered out of his mind.

FORGERY.

Dr. Hall Wright charged his "boy." The servant collected \$12 to pay a bill, pocketed the money, and gave his master a forged receipt. The servant put off the man to whom the money was owing for some time, but the latter eventually applied personally to Dr. Hall Wright, and the theft was discovered.

Six months' and six hours' stocks.

UNLAWFUL POSSESSION.

A marine hawker was charged with unlawful possession of three ingots of zinc. It appears, from the evidence, that the man received the ingots in exchange for Chinese lilies on board the P. & O. s.s. *Meda*, from one of the engine room staff. Defendant had failed to put in an appearance when case first came on, so forfeited \$100 bail. He afterwards came up of his own accord and was fined \$1, making \$101 in all.

ASTRAL SIGHT.

According to an American journal, Vesta La Vista, a member of the Cosmological Centre, has been making visits to Mars and Venus by projecting her astral body to those planets. She related her experiences and impressions, recently in a lecture before the society. "Mars is," she explained, "peopled with an enthusiastic, stalwart, noble race of men, with complexions shiny and black as ebony. They are wiry, muscular, taut, and very supple. They play with electricity as we would with fireworks."

"They have a way of flashing firelike radiations from their legs that makes their presence dectiably luminous, lively, and at times somewhat dazzling. They appear like huge warriors attired in atmospheric raiments of flame."

"The Mars women are beautiful, with daintily-moulded forms, and with very fair complexion. Their flesh is luminous."

She described the architecture of the country as transcendent, and said the arts and government were of proportionate superiority to this world.

"Venus," according to the lady, "is small, but a very beautiful and tropical planet, and is inhabited by a charming race of beings; they are associated most happily in son-mated couples, for they have a flexible astral or physiological tubing, which invisibly connects their bodies and prevents them from wandering or straying or being separated at any time from their true soul-mates."

A CHINESE MURDERER.

WILD SCENES IN COURT.

An unprecedented scene was witnessed in the criminal court at Peak Hill, New South Wales, recently, when a Chinaman named Al Chick, who had given himself up for the brutal murder of Mr. Tregaskis, a local resident, was led in handcuffed. As he passed up the room, Mr. Oxley, a justice of the peace and son-in-law of the murdered man, interrupted him and struck him a terrific blow on the mouth, felling him instantly. Mr. Oxley was immediately secured by the police and remanded to be dealt with by a magistrate. Later Mr. Tregaskis's son was called to the witness-box. Anticipating trouble, the police watched the witness closely, but the latter contrived to hurl a large stone at the Chinaman, striking him on the head, and inflicting an ugly wound. The police closed and grappled with the witness, and a wild scene followed. Friends of the murdered man fought and wrestled to get at the trembling prisoner, chairs and tables were knocked over and smashed, and, together with the dock and other furniture in the court-room, were splashed with blood.

The Knights of the Order of St. Michael and St. George have allotted to them a special chapel in St. Paul's Cathedral. It was in 1813 that the Order was founded. Its purpose was to commemorate the placing of the Ionian Islands and Malta under the protection of Great Britain. Its membership was limited at first to natives of those islands and to such subjects of His Majesty as might hold high and confidential positions in the Mediterranean. Now the scope of the Order embraces the whole of the Colonial Empire, and the Sovereign is its most distinguished member. The Grand Mastership is at present vacant owing to the death of the Duke of Cambridge.

KODAKS! KODAKS!! KODAKS!!!

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PHOTO GOODS OF EVERY DESCRIPTION.

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17A, QUEEN'S ROAD CENTRAL

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Hongkong, 10th March, 1904.

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HAVE YOU TRIED
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No charge for examinations.

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SHIPPING NOTES.

WEATHER.

The *Shansi*, from Chinkiang—strong N.E. wind and high sea. Clear atmosphere. The *Haizing*, from Swatow: moderate N.E. wind and clear. The *Ely*, from Chinkiang—strong N.E. wind in Formosa Channel. The *Aenor*, from Shanghai—fresh N.E. breeze and cloudy. The *Ulysses*, from Singapore—moderate S.W. wind and sea to Lat. 16° N. Lon. 113° E.; thence to port strong N.E. winds, confused sea, and N. swell. Weather gloomy and unsettled.

COAL.

The *Alonea*, from Cardiff, 4,200 tons of coal, and the *Ella*, from Cardiff, 2,100 tons.

STOWAWAYS.

The *Blue Funnel* s.s. *Ulysses*, from Liverpool with 4,000 tons of cargo (1,000 for Hongkong), brought four Chinese stowaways from Singapore. She had 476 Chinese passengers.

MISCELLANEOUS.

The *Shinso*, now at Hongkong, is homeward bound from Japan with 3,

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding &c., should be addressed to THE HONGKONG DAILY PRESS only, and special business matters to THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for C. S. L.

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NEW ADVERTISEMENTS

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N. N. 98,
Care of Daily Press Office.
Hongkong, 10th May, 1904. [1211]

REMOVAL.

WM. POWELL, LIMITED.

BUSINESS will be entirely suspended on Monday, 16th inst. (Except in the Gentlemen's Department, 23, Queen's Road), for the purpose of REMOVAL to our NEW PREMISES in DES VOEUX ROAD, which will be open on the Following Day.

R. G. HECKFORD,

Manager. Hongkong, 10th May, 1904. [1212]

MARINE EXCURSION.

THE Steamship

"SAN CHEUNG"

will leave the Tung Yick Wharf at 9 A.M. on SUNDAY, May 13th, Weather Permitting, for a cruise to the LADRONES ISLANDS or to the BOCCAS FORTS, returning at 5 p.m. Fare \$3. Children Half-price.

Lunch and Refreshments can be had on Board. Tickets can be obtained from Messrs. Kelly & Walsh, or on Board the Steamer.

Hongkong, 1st May, 1904. [1213]

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE IS HEREBY GIVEN that the ITALIAN FAR EAST TRADING COMPANY, of No. 10, Des Voeux Road, Victoria, in the Colony of Hongkong, Merchants, have on the 16th day of April, 1904, applied for registration in Hongkong, in the Register of TRADE MARKS, of the following TRADE MARK:

A representation of a swan on water with wings raised, in the name of the ITALIAN FAR EAST TRADING COMPANY, who claim to be the sole proprietors thereof.

The TRADE MARK is intended to be used by the applicants, forthwith, in respect of the following goods:

Needles and metal goods in class 13.

A facsimile of the TRADE MARK can be seen at the Office of the Colonial Secretary of Hongkong, and also at the office of the undersigned.

Dated the 10th day of May, 1904.

GEO. K. HALL BRUTTON,
Solicitor on behalf of the Applicants,
Nos. 39 & 41, Des Voeux Road,
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In the name of the ITALIAN FAR EAST TRADING CO., who claim to be the sole proprietors thereof. The TRADE MARK has been used by the applicants since the year 1901 in respect of the following goods:

Chemical substances used in manufactures, photography or philosophical research, and anti-corrosives, in class 11.

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The TRADE MARK has been used by the applicants since the year 1901 in respect of the following goods:

Tarpaulin, Tents, Rickcloths, Ropes, twine in class 50 (7).

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GEO. K. HALL BRUTTON,
Solicitor on behalf of the Applicants,
Nos. 39 and 41, Des Voeux Road,
Hongkong. [1222]

NEW ADVERTISEMENTS

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"AUSTRALIEN."

Captain Veron, will be despatched for the above ports on MONDAY, the 16th inst.

For Freight or Passage apply to

G. DE CHAMPEAUX,

Agent.

Hongkong, 10th May, 1904. [2]

CHINA COMMERCIAL STEAMSHIP COMPANY, LIMITED.

司公限有船輪華中

FOR MOJI AND SALINA CRUZ

(MEXICO).

THE Steamship

"LOTHIAN."

will be despatched for the above ports on SATURDAY, the 21st inst., at 4 P.M.

For Freight, apply to Company's Offices,

No. 20, Des Voeux Road.

J. S. VAN BUREN,

Superintendent.

Hongkong, 10th May, 1904. [1223]

PUBLIC COMPANIES

PHILIPPINE COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the FIRST ORDINARY GENERAL MEETING of SHAREHOLDERS of the above Company will be held (in the rooms of the Manila Chamber of Commerce, No. 82 Calle Anlaque Binondo, Manila, P. I.) on FRIDAY, the 26th day of MAY, 1904, at 4 o

ROBINSON PIANO Co. LTD.

MANUFACTURERS
OF THE
“SERVICE”
AND
“ECONOMIC”
PIANOS.

SPECIALISTS
IN
“EVERYTHING
MUSICAL.”

AND AT
SHANGHAI AND
SINGAPORE.

Hongkong, 7th May, 1904. [640]
THE
JOB PRINTING
DEPARTMENT
OF THE
“HONGKONG DAILY PRESS”

IS REPLETE WITH ALL THE LATEST
AND MOST UP-TO-DATE APPLI-
ANCES FOR THE PRODUCTION OF
FIRST-CLASS WORK.

ALL DESCRIPTIONS OF
ILLUSTRATED
CATALOGUES,
CIRCULARS,
VISITING CARDS,
AND
COMMERCIAL
PRINTING

TURNED OUT ACCURATELY, AND
WITH THE GREATEST DESPATCH,
UNDER THE DIRECT SUPERVISION
OF EXPERIENCED EUROPEANS.

BOOK BINDING.
MACHINE RULING,
GOLD LETTERING,
AND
MARBLING, ETC.,
ALL EXECUTED ON THE PREMISES
AT THE SHORTEST NOTICE.

LAW WORK,
LEDGERS AND ACCOUNT
BOOKS
A SPECIALTY, AND AT PRICES
WHICH COMPARE FAVOURABLY
WITH ANY OTHER PRINTING ESTA-
BISHMENT IN THE FAR EAST.
ESTIMATES FURNISHED.

Hongkong, 1904.

AUCTIONS

PUBLIC AUCTION.

Particulars and conditions of the Letting by Public Auction Sale to be held on MONDAY, the 16th day of MAY, 1904, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Officer Administering the Government, of One Lot of Crown Land at Hung Hom, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the KING for one further term of 75 years. [1201]

PARTICULARS OF THE LOT.

No. of Sale	Registry No.	Locality.	Boundary Measurements.	Content, in Square Yards.	Annual Rent.	Upset Price.
			W.W. N.E. N.W. S.W.	ft. ft. ft. ft.	3	8
1 Lot No. 85	Hong Marine	Hong Marine	400 310 300	129,759	1,192	35,025

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction, (for account of the concerned),

ON

WEDNESDAY,
the 18th MAY, 1904, at 11.30 A.M., at their
NEW GODOWNS TO KWA-WAN, Kowloon
Marine Lot No. 72, Certain Machinery and Furnishings Salvaged
from the s.s. “KINGSLEY,”

One DONKEY BOILER (complete), One STEAM WINDLASS, One STEAM STEERING GEAR (complete), One HAND DITTO, One ENGINE ROOM TELEGRAPH (complete), One SET TRIPLE EXPANSION SURFACE CONDENSING ENGINES with all necessary connections, ELECTRIC PLANT with ASSORTED LAMPS and SWITCHES, &c., &c., &c.

Full Catalogues may be had from the undersigned.

The “KINGSLEY” being practically a new steamer the attention of SHIP BUILDERS is drawn to these Salvages as being in better order than is usually the case.

A STEAM LAUNCH will leave BLAKE PIER at 11 A.M. on day of Sale to convey intending purchasers.

TERMS.—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 2nd May, 1904. [1164]

BUSINESS TRAINING COLLEGE.

“ELEMENTARY” Shorthand to 120 words a minute; completion to corresponding speed; \$50, or by instalments of \$5 a lesson.

“ADVANCED” LESSONS to completion of verbatim speed, \$10, or by instalments of \$10 each lesson.

FOREIGN LANGUAGES Taught.

TRANSLATIONS made.

TYPEWRITING taught on all makes of machines.

MANIFOLDING, DUPLICATING, and SINGLE Typewritten copies for the public.

MACHINES (all good makes) for sale.

EVENING Classes in Shorthand, Typing, English, etc. Hours 7 to 9 o'clock. \$2 per lesson.

PUPILS attended at their own homes, or by post.

CIRCULARS post free.

WARRICK PEELE—Principal.
Hongkong (near G.P.O.)
Canton.—144, Shamian.
Hongkong, 4th May, 1904. [590-661]

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: “DOCK” NAGASAKI.
A.I., A.B.C., Scott's and Engineering Code Used.

DOCK No. 1 (at TATEGAMI).
Extreme Length... 523 feet.
Length on Blocks... 513.
Width of Entrance on Top... 89.
Width of Entrance on Bottom... 77.
Water on Blocks at Spring Tide 264.

DOCK No. 2 (at MUKAIJIMA).
Extreme Length... 371 feet.
Length on Blocks... 350.
Width of Entrance on Top... 66.
Width of Entrance on Bottom... 53.
Water on Blocks at Spring Tide 22.

PATENT SLIP (at KOSUGI).
Can take vessels up to 1,900 tons gross.

THE WORKS are well equipped with the LATEST IMPROVEMENTS and can execute any kind of work in SHIPBUILDING AND MARINE ENGINEERING as well as in REPAIRING OF SHIPS.

The COMPANY has a SALVAGE STEAMER, 712 TONS GROSS, FITTED WITH POWERFUL SALVAGE PLANT

READY at SHORT NOTICE.

176

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THE WORKS are well equipped

SHIPPING.

ARRIVALS.
 y 8. ELLA, Norwegian str., 912, Jacobsen, Captain, 18th March, Coals—DODWELL & CO., LTD.
 S. HAINING, British str., 1,067, Hodgins, Swallow, 7th May, General—DOUGLAS LAPRAIK & CO.
 y 8. HONGKONG, French str., 750, A. Suzouini, Haiphong and Hoihow 7th May, General—A. R. MACEY.
 y 8. HUH, French steamer, 705, Gedneud, Haiphong 14th May, Rice—A. R. MARTY.
 y 9. ALGOMA, British str., 1,872, Thomas Evans, Cardiff 16th March, Coals—DODWELL & CO., LTD.
 y 9. ANTENGE, British str., 3,563, R. W. Williams, Shanghai 7th May, General—BUTTERFIELD & SWIRE.
 y 9. ELLA, Norwegian str., 708, Christopherson, Chinkiang 5th May, Groundnuts for Canton—ORION.
 y 9. NANYANG, German str., from Canton.
 y 9. OLDENDURK, German str., 3,167, R. Troitzsch, Hamburg 3rd March and Singapore 4th May, General—MELCHERS & CO.
 y 9. RUBI, British str., 1,611, R. W. Almond, Manila 7th May, General—SHEWAN, TOME & CO.
 y 9. SHANSI, British str., 1,228, Carnaghan, Chinkiang 4th May, General—BUTTERFIELD & SWIRE.
 y 9. SHIMONA, British str., 2,699, Chaplin, Shanghai 6th May, General—DODWELL & CO., LTD.
 y 9. ULYSSES, British str., 2,281, L. M. Bovis, Singapore 3rd May, General—BUTTERFIELD & SWIRE.

CLEARANCES:
 AT THE HARBOUR MASTER'S OFFICE.
 9th May.

YOKO, British str., for Nagasaki.
 PARLON, French str., for Chofoo.
 ED Roberts, British str., for Sourabaya.
 HAMPTON, British str., for Canton.

DEPARTURES.

8th May.
 DONGMSON, German str., for Shanghai.
 9th May.
 ACIRITY, British str., for Mirs Bay.
 ELA, Norwegian str., for Yokohama.
 GODWIN, British str., for Moji.
 GOMBER, British steamer, for Mirs Bay.
 ADELINE RICKMERS, Ger. str., for Swatow.
 NALDA, Norwegian str., for Kutchinotzu.
 ANSHI, British str., for Canton.
 SHAWMUT, American str., for Manila.
 SINAN, British str., for Australia.
 JUENSANG, British str., for Manila.

VESSELS IN DOCK.
 9th May.

ABERDEEN DOCKS—Rubi.
 KOWLOON DOCKS—H. I. G. M. S. MOORE,
 Master, Apennine, U.S.S. Montevideo, Henning, Tanglao, Hwang, Cosmopolitan Dock—Coptic.

VESSELS PASSED ANJER.
 April 20, Dutch str., Arjendo, de Boer, April from Batavia for Rotterdam.
 April 21, Dutch str., Bali, Visser, March 10, from Amsterdam for Batavia.
 April 24, Japanese str., Kanazawa Maru, komson, March 5, from Cardiff for Yokohama.
 April 26, Dutch str., Terap, Udenha, March from Rotterdam for Batavia.
 April 26, British barge, Teignore, Smith, March from Fremantle for Hongkong.
 April 27, Dutch str., Flores, Ouwendam, from Amsterdam for Batavia.

VESSELS ON THE BERTH
 DOUGLAS STEAMSHIP COMPANY
 LIMITED.

DR SWATOW, AMOY AND FOOCHOW.
 THE Company's Steamship
 "HAICHING," will be despatched for the above ports on SUNDAY, the 10th inst., at 11 A.M. For Freight or Passage, apply to DOUGLAS LAPRAIK & CO., General Managers, Hongkong, 9th May, 1904.

IMPERIAL GERMAN MAIL LINE, ORDDEUTSCHER LLOYD, BREMEN.
 DR SHANGHAI, NAGASAKI, HIODO AND YOKOHAMA.
 THE Imperial German Mail Steamship

"OLDENBURG," Captain R. Troitzsch, will leave for the above ports TO-DAY, the 10th inst., at NOON. For Freight or Passage, apply to NORDDEUTSCHER LLOYD. For further particulars, apply to MELCHERS & CO., Agents, Hongkong, 10th May, 1904.

TEAMSHIP SERVICE TO NEW YORK VIA SUZ CANAL.
 With liberty to call at Philippine Ports)

THE Steamship
 "BREIZ HUEL," will be despatched as above on or about the 10th May. For Freight & further information, apply to STANDARD OIL COMPANY OF NEW YORK, Oriental Freight Department, Hongkong, 28th April, 1904.

COMPAGNIE DES MESSAGERIES MARITIMES.
 PAQUEBOTS—POSTE FRANCAISE.

NOTICE.
 STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, EGYPT, MARSEILLE, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX; ALSO PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 17th May, 1904, at 1 P.M., the Company's Steamship POLYNESIA, Captain Le Cospelier, with Passengers, Specie and Cargo, will leave the Port for MARSEILLE via Ports of Call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in trust through Marseilles for the principal ports of Europe.

Shipping Orders will be granted till Noon on Monday, the 16th May. Specs and parcels received until 4 P.M. on the same day. Cargo will be received on board on Tuesday. Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and value of packages are required.

For further particulars, apply at the Company's Office.

G. de CHAMPEAUX, Agent, Hongkong, 6th May, 1904.

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAMES	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP	ANTENOR	Brit. str.	B. H. W. Snow	BUTTERFIELD & SWIRE	To-day.
LONDON & ANTWERP, VIA SINGAPORE, &c.	FORMOSA	Brit. str.	P. & O. S. N. CO.	P. & O. S. N. CO.	Above 11th inst.
LONDON, &c., VIA PORTS OF CALL	CHUSAN	Brit. str.	W. B. Palmer	P. & O. S. N. CO.	21st inst., at Noon.
LONDON & ANTWERP	ALCINOR	Brit. str.	...	BUTTERFIELD & SWIRE	24th inst.
LONDON & ANTWERP	DEUCALION	Brit. str.	...	BUTTERFIELD & SWIRE	7th June.
MARSEILLES, &c., VIA PORTS OF CALL	AGAMEMNON	Brit. str.	Le Cospelier	MESSAGERIES MARITIMES	21st June.
GENOA, MARSEILLE & LIVERPOOL	POLYNESIEN	Franç. str.	Förner	MELCHERS & CO.	17th inst., at 1 P.M.
NEW YORK, VIA SUZ CANAL	BAYERN	Ger. str.	Gronmeyer	HAMBURG-AMERIKA LINIE	25th inst., at Noon.
NEW YORK, VIA SUZ CANAL	ARTEMISIA	Ger. str.	Stern	HAMBURG-AMERIKA LINIE	12th inst.
VANCOUVER, VIA SHANGHAI, &c.	MARLBURG	Ger. str.	Madson	HAMBURG-AMERIKA LINIE	17th inst.
VICTORIA (B.C.) & SEATTLE VIA NAKA, &c.	STRASSBURG	Ger. str.	Förck	HAMBURG-AMERIKA LINIE	31st inst.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	SEGOVIA	Ger. str.	Jaburg	HAMBURG-AMERIKA LINIE	14th June.
MOJI & SALINA CRUZ (MEXICO)	NURNBERG	Ger. str.	Rassevich	HAMBURG-AMERIKA LINIE	28th June.
SHANGHAI	M. BACQUEHEM	A. str.	Sander	WIELER & CO.	20th inst., P.M.
SHANGHAI	ACHILLES	Brit. str.	BUTTERFIELD & SWIRE	18th inst.	
SHANGHAI	BEEZ HUEL	Brit. str.	STANDARD OIL CO.	About 12th inst.	
SHANGHAI, NAGASAKI, HIODO & YOKOHAMA	RAS ISKA	Brit. str.	SHEWAN, TOME & CO.	26th inst.	
SHANGHAI, NAGASAKI, HIODO & YOKOHAMA	SATSUMA	Brit. str.	DODWELL & CO., LTD.	About 3rd June.	
SHANGHAI	E. OF JAPAN	Brit. str.	CANADIAN PACIFIC R. CO.	To-morrow.	
SHANGHAI	TARANTO	Brit. str.	CANADIAN PACIFIC R. CO.	21st inst.	
SHANGHAI	CALCHAS	Brit. str.	BUTTERFIELD & SWIRE	17th inst.	
SHANGHAI	SHAWNUT	W. M. Smith	DODWELL & CO., LIMITED	21st inst.	
SHANGHAI	ARAGONIA	Brit. str.	PORTLAND & ASIATIC R. CO.	14th June.	
SHANGHAI	EMPIRE	Brit. str.	GIBB, LIVINGSTON & CO.	15th inst., D'light.	
SHANGHAI	CHANGSHA	Brit. str.	BUTTERFIELD & SWIRE	2nd June.	
SHANGHAI	CHANGSHA	Brit. str.	P. & O. S. N. CO.	13th inst.	
SHANGHAI	CEYLON	Brit. str.	CHINA COM. S. CO.	About 20th inst.	
SHANGHAI	LOTHIAN	Brit. str.	BUTTERFIELD & SWIRE	21st inst., at 4 P.M.	
SHANGHAI	KWEIYANG	Brit. str.	SIEMSSON & CO.	To-day.	
SHANGHAI	LYEEMON	Brit. str.	MELCHERS & CO.	To-morrow, 3 P.M.	
SHANGHAI	OLDENBURG	Brit. str.	Trotzsch	To-day, at Noon.	
SHANGHAI	SACHSEN	Brit. str.	MELCHERS & CO.	Quick despatch.	
SHANGHAI	FOOCHOW	Brit. str.	BUTTERFIELD & SWIRE	12th inst.	
SHANGHAI	WHAMPOA	Brit. str.	BUTTERFIELD & SWIRE	13th inst.	
SHANGHAI	AUSTRIEN	Brit. str.	Verco	16th inst.	
SHANGHAI	CORONADEL	Brit. str.	C. R. Longdon	21st inst.	
SHANGHAI	SINGAN	Brit. str.	BUTTERFIELD & SWIRE	14th inst.	
SHANGHAI	TRIUMPH	Jap. str.	OSSAKA SHOSEN KAISHA	15th inst., 10 A.M.	
SHANGHAI	STRATE	Jap. str.	OSSAKA SHOSEN KAISHA	15th inst., 10 A.M.	
SHANGHAI	HAICHING	Jap. str.	OSSAKA SHOSEN KAISHA	15th inst., 10 A.M.	
SHANGHAI	KANSHU	Jap. str.	Douglas Lapraik & Co.	To-day, at 11 A.M.	
SHANGHAI	SHAWNUT	W. M. Smith	DODWELL & CO., LTD.	16th inst.	
SHANGHAI	SUNGKHOA	Brit. str.	BUTTERFIELD & SWIRE	About 7th inst.	
SHANGHAI	PUBLI	Brit. str.	BUTTERFIELD & SWIRE	13th inst.	
SHANGHAI	EMPIRE	Brit. str.	GIBB, LIVINGSTON & CO.	14th inst., 10 A.M.	
SHANGHAI	ZAFIRO	Brit. str.	SHEWAN, TOME & CO.	15th inst., 10 A.M.	
SHANGHAI	WUCHANG	Brit. str.	BUTTERFIELD & SWIRE	18th inst.	
SHANGHAI	ISCHIA	Ital. str.	Carlowitz & Co.	12th inst., at Noon.	

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Steamship

"EMPIRE."

Captain Helms, will be despatched for the above port on SUNDAY, the 15th inst., at DAY-LIGHT.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified surgeon are carried.

N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Freight, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 7th May, 1904.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

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GIBB, LIVINGSTON & CO., Agents.

Hongkong, 7th May, 1904.

STEAMER LLOYD, BREMEN.

**OCEAN STEAM SHIP CO., LTD.
AND
CHINA MUTUAL STEAM
NAVIGATION CO., LTD.
JOINT SERVICES.**

**MONTHLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.**

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,
AND SUMATRA PORTS.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL..	"CALCHAS"	On 15th May.
GLASGOW and LIVERPOOL..	"DARDANUS"	On 21st May.
GLASGOW and LIVERPOOL..	"YANGTSZE"	On 28th May.
GLASGOW and LIVERPOOL..	"DIOMED"	On 3rd June.

HOMEBWARDS.

FOR	STEAMERS	TO SAIL
LONDON and ANTWERP.....	"ANTONER"	On 10th May.
* GENOA, MARSEILLES and } LIVERPOOL.....	"ACHILLES"	On 18th May.
LONDON and ANTWERP.....	"ALCINOUS"	On 24th May.
LONDON and ANTWERP.....	"DEUCALION"	On 7th June.
LONDON and ANTWERP.....	"AGAMEMNON"	On 21st June.

* Taking cargo for Liverpool at London rates.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and 2nd PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA	"CALCHAS"	On 17th May.

For Freight, apply to—

**BUTTERFIELD & SWIRE,
AGENTS.**

Hongkong, 5th May, 1904.

VESSELS ON THE BERTH

**AMERICAN ASIATIC STEAMSHIP
COMPANY.**

FOR NEW YORK VIA SUEZ CANAL.

THE Steamer

"RAS ISSA,"
will be despatched for the above port on
THURSDAY, the 26th May.

For Freight, apply to

SHIWAN, TOMES & CO.

General Agents.

Hongkong, 26th April, 1904. [1093]

FOR CANTON.

THE new and fast Twin-Screw Steamer

"SAN CHEUNG,"

951 Tons, Captain A. Murphy, will leave for Canton at 8.30 P.M. on SUNDAYS, TUES-
DAYS and THURSDAYS and return to
Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation, electric
light, and perfect cuisine. Wharf at Hongkong
near Harbour Office.

First-class Fare, \$3 each way. Second-
class, \$1.50 each way. Meals, \$1 each.

Cargo Freight very moderate.

CHEUNG ON STEAMBOAT CO., LTD.

No. 147, Connaught Road Central.

Hongkong, 15th March, 1904. [27]

NOTICES TO CONSIGNEES

**STEAMSHIP "ERNEST SIMONS"
COMPAGNIE DES MESSAGERIES
MARITIMES.**

NOTICE.

CONSIGNEES of cargo from London ex.s.s. *Corduan*, from Havre ex.s.s. *Corduan*, in connection with above steamer, are hereby informed that their goods, with the exception of opium, treasure and valuables, are being landed and stored at their risk into the godowns of the Hongkong and Kowloon Wharf and Godown Co. Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional cargo will be forwarded on unless intimation is received from the consignees before 2 p.m. To-day, the 3rd inst., requesting it to be landed here.

Bills of lading will be countersigned by the undersigned. Goods remaining unclaimed after Tuesday, the 10th inst., at noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 10th inst., or they will not be recognized.

All damaged packages will be examined on Tuesday, the 10th inst., at 3 p.m.

No fire insurance will be effected.

G. DE CHAMPEAUX,

Agent.

Hongkong, 3rd May, 1904. [2]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"SIMLA."

**FROM BOMBAY, COLOMBO AND
STRaits.**

Consignees of cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

This vessel brings on cargo:—

From London, &c., ex.s.s. India and Sunda.

From Calcutta, ex.s.s. Somali.

From Persian Gulf, ex.s.s. B. I. S. N. and B. & P. S. N. Co.'s steamers.

Optional goods will be landed here unless instructions are given to the contrary before 5 p.m. To-day, the 6th inst.

Goods not cleared by the 13th inst., at 4 p.m., will be subject to rent.

No fire insurance will be effected by me in any case whatever.

Damaged packages must be left in the godowns for examination by the consignee's and the company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claim will be admitted after the goods have left the godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 6th May, 1904. [1]

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship

"ISCHIA."

Having arrived from the above ports, consignees of cargo by her are hereby informed that their goods are being landed at their risk into the godowns of the Hongkong and Kowloon Wharf and Godown Co. Ltd., at Kowloon, whence delivery may be obtained. Perishable goods to be taken delivery of immediately.

All damaged packages must be left in the godowns for examination by the consignee's and the company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No fire insurance has been effected, and any goods remaining in the godowns after the 12th instant, will be subject to rent.

CARLOWITZ & CO.,

Agents.

Hongkong, 5th May, 1904. [4]

NOTICE TO CONSIGNEES.

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

CARGO ex s.s. "RICHMOND CASTLE."

FROM NEW YORK.

Having arrived from the above ports, consignees of cargo by her are hereby informed that their goods are being landed at their risk into the godowns of the Hongkong and Kowloon Wharf and Godown Co. Ltd., at Kowloon, whence delivery may be obtained.

No claims will be admitted after the goods have left the godowns, and all goods remaining undelivered after the 11th inst., will be subject to rent.

All claims against the steamer must be presented to the undersigned on or before the 15th inst., or they will not be recognized.

All broken, chafed, and damaged goods are to be left in the godowns, where they will be examined on the 10th inst., at 3 p.m.

No fire insurance has been effected.

Bills of lading will be countersigned by

DODWELL & CO., LTD.

Agents.

Hongkong, 27th February, 1904. [577]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS

in CHINA AND JAPAN for the above line

are prepared to issue THROUGH BILLS

OF LADING for all the principal ports in

SOUTH AFRICA, in connection with INDO-

CHINA SITAM NAVIGATION CO.'s fortnightly

service hence to CALCUTTA. Sailings from

CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars,

apply to

DODWELL & CO., LIMITED.

General Agents for China and Japan.

Hongkong, 16th August, 1897.

[8]

HONGKONG-CANTON LINE.

THE British steamship

"YING KING,"

Capt. Wm. Robinson, of 1088 tons, registered,

is the newest, fastest, and most luxuriously furnished

steamer on the line and is lighted throughout

with electricity; hot and cold water service.

The cuisine is unequalled.

Leaving Hongkong every MONDAY,

at 9 P.M., and returning from Canton every

following evening at 5 P.M.

1st Class ... \$3.00 for single journey

2nd Class ... 1.50

Meals ... 1.00 each.

The steamer's wharf is at the Western end

of Wing Lok Street.

YUK ON S.S. CO., LTD.

No. 216, Wing Lok Street.

Hongkong, 27th February, 1904. [577]

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "OCAMPO."

FROM ANTWERP AND LIVERPOOL.

THE Steamer

"RAS ISSA,"

will be despatched for the above port on

THURSDAY, the 26th May.

For Freight, apply to

SHIWAN, TOMES & CO.

General Agents.

Hongkong, 26th April, 1904. [1093]

FOR CANTON.

THE new and fast Twin-Screw Steamer

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DAYS and THURSDAYS and return to

